THEIR RIGHTS REGARDED AND THEY FLOURISH LUSTILY.

THE CITY BUILDING A PATH ON THE OCEAN PATHWAY FOR THEIR EXCLUSIVE USE-A SPECIAL CAR FOR BICYCLES ON ONE OF

THE ELEVATED ROADS-JUSTICE QUIGLEY STANDS UP FOR THE WHEELMEN.

Brooklyn has long been known as the City of Churches, although its claim to that title has been successfully attacked and can no Who knows but that become celebrated as the City Despite the fact that its sup-Bleveles? of good streets for wheeling is limited, and although it has probably more bad cobblestone pavements than any other city in America, the number of bicycle riders in Brooklyn is estimated at 19,000, and provisions are made for their comfort and connce that. It is safe to say, are made in no other municipality in the country.

New-York is now spending a large sum in cor structing a driveway along the Harlem River for the use of men who own fast horses, so as to afford an pportunity for speeding them. But Brooklyn built its great Ocean Parkway, which has been described the finest drive in America, more than twent years ago. That is a "speedway" for horses to all intents and purposes, and gives drivers a fine chance to test the mettle of their steeds, stretching as it es for nearly six miles almost straightaway from Prospect Park to the Ocean.

A SPEEDWAY FOR WHEELMEN.

ow the Brooklyn authorities have shown their lesire to be up with the times by providing a speedmen. The cyclists have long had the of one of the sidewalks on the Parkway Boulevard, as it is more commonly termed), the curbstones at the cross streets being bridged with flagstones for their benefit. Many riders prefer this path to the main part of the drive, especially at times when the latter is filled with flying horses, a is likely to be the case on days when whee men are able to be out in force. Now this sidewalk, which lies on the west side of the main driveway and be tween that and one of the two side roads which ar part of the Boulevard, is being converted into a bicycle road and will be reserved for the exclusive use of wheelmen. Considerable grading has already en done, and one section of the pathway has becompleted, tentatively, at least. Various sorts of gravel have been used as a top finish, with the pur pose of having the wheelmen of Brooklyn test then which is the best to be used. When finished this bicycle path will be five miles and a half in length, almost perfectly level and with only a single turn, and that a long one.

It is believed that no other city has undertaken t ork of this kind, so that Brook yn is emphatical; "in it" from the wheelmen's point of view. It happens, however, that the appropriation for this work s not sufficient to complete the path, and so it is sed to call on the wheelmen and wheelwomen of the city to make up what is lacking. The amount to finish the work is said to be about \$3,500; hence a small contribution from each of the 10,000 bicycle riders would easily supply what i Undoubtedly the money will be forth-The moment the matter was mentioned to one rider in the course of the las week, he remarked that he would gladly give \$1 as on as he knew to whom to send it. such a disposition will be general. All the riders of the city will use this path more or less, and there cannot but be a certain satisfaction in the feeling of ownership in it which all who contribu will have for all time to come

BICYCLES ON AN ELEVATED RAILROAD. Another indication of the interest in bicycle riding feit in Brooklyn is found in the action of the Kings County Elevated Railroad in deciding to run a special car on certain of its trains for the carriag of bicycles. The present intention is to operate this car on Saturdays, Sundays and holidays. It is an ordinary flat car with the sides raised and neat; All around the inside racks for the sup ort of bicycles have been placed, so as to preven whee's from getting injured in transportation. Each wheel is to be checked just as if it were a trunk and none will be delivered except to the person holding the check. The charge for this service will ten cents for each bicycle carried. Bicycles will taken at present only from Franklin and Nostranaves, to the city line, and on the return trip a. wheels will be unloaded at Nostrand-ave. This is the beginning of what will in all probability proto be a popular service.

County there are a number macadam roads, but to get to them from Brooklyn is like passing through Purgatory on the way to Paradise. As has been remarked before, Brook yn eastward put and kept in good condition for driv ing and wheeling, but it has none and there is no immediate prospect that it will have. To reach the good Queens County roads the bicycle rider must go over four or five miles of stone pavement, which not an agreeable thing for men, while for the average woman rider it is an almost impossible task This will be obviated now on certain days of every week, for the city line station of the Kings County road is within a few rods of the beginning of Broad way, which leads directly into Jamaica and brings all of Long Island within reach of the wheelman, Saturdays the bicycle car will leave Franklin-ave. at 10:15, 12:15, 2:15 and 4:15, and Nostrand-ave. two minutes later, and the city line on the return trip at 11, 1, 2 and 5:30; while on Sundays and holidays the same trips will be made with an earlier one. starting from Franklin-ave, at \$:15 and leaving the other and of the route at 9.

The only drawback to the arrangement made by this enterprising company in the interest of th wheelmen of Brooklyn is that the bloycles are car ried in an open car. Of course it is the intention t run the car only in pleasant weather, for cyclists as a rule, do not venture out when it rains; but in case of a shower while the whee's are in transit they would necessarily get soaked. The company would have done better, in the opinion of wheelmen, to provide a box car, but at the same time they ar reedingly thankful for what the Kings County people have done, and have no disposition to find

he had received numerous requests from wheelmen that the company should do something for their accommodation, and he had devised this plan in the expectation that it would meet an obvious demand He would be disappointed if the arrangement did not prove popular with wheelmen, but, of course, if they did not like it and did not make use of car, the service would not be maintained long. Of course there is a possibility that it will prove so popular that it will need to be extended; in that case undoubtedly the company will stand ready to meet the wishes of its patrons.

NOTHING DONE BY THE BROOKLYN COM-PANY.

Anthony Barrett, vice-president of the Bro Elevated Railroad Company, was asked whether his company had any intention of following the example its rival in Fulton-st. His first knowledge of the Kings County plan came from the interviewer, and he expressed surprise on learning of the arrange ment for running a car for carrying bicycies.

"There has never been a request made to this company," he said, "for such a thing, and we have not considered the matter at all. I know that the pavements out in East New-York are very bad, but they have to be gone over in order to get to the good roads of Queens County. You may say that this company is ready to do whatever its patrons demand, if there is any money in it for us; or, rather, in a matter of this kind, if we are not to lose any money. That is the spirit in which we try to deal with the public generally. I can't say that we have any intention of running cars for the accommodation of wheelmen, for we haven't given the least thought to it. I fancy, though, that if any one wanted to carry a bicycle into our smoking-cars he could do so without objection. But, of course, the accommodations in that respect are limited. Cyclists travelling by our East New-York line could be landed right at the Jamaica Plank Road, and would be in easy reach of good riding roads."

A REGULIAR TARIFF ON THE LONG ISLAND ment for running a car for carrying bicycles

A REGULAR TARIFF ON THE LONG ISLAND RAILROAD.

In connection with this subject it may be interest ing to know that the Long Island Railroad has a gular tariff for taking bicycles in its baggage cars. me people have found this out to their cost, when Some people have found this out to their cost, when they have endeavored to "get a lift" for a few miles when out on the island and have been short of pocket-money. On most railroads bicycles are carried free; that is, the rider takes his wheel to the beggage car and it is set in a corner, and at his destination he has to go and claim it. The arrangment is a sort of free-and-easy one, for there is mothing to prevent any one else from claiming the wheel at an intermediate station, unless it should chance that the baggage master has a distinct recollection of the man who placed the bicycle in the car. The Long Island Railroad does not check bicycles, but it puts on tags indicating their destination, and presumably takes some care of the wheels in transit and does not allow them to get injured by the contact of other baggage. It charges fifteen cents for taking a wheel to Jamaica, thirty cents to

Babylon, fifty cents to Sag Harbor, and to other WORK AT THE NAVY YARD, places in proportion. A MALICIOUS DRIVER PROPERLY PUN-ISHED.

Another satisfactory occurrence in days, from the wheelmen's viewpoint, is the action of Justice Quigley in dealing with a man arraigned before him on the charge of maliciously running into and damaging a bicycle. There seems to have heen no doubt that the fellow drove his wagon against the wheel deliberately. His employer pai for the damage done, so clear was the case, but as the wheelman had a witness to back up his state ments, he determined to make the driver smart for Justice Quigley took a most sensible view wheelman's rights and imposed a fine of \$50, in the wheelman's rights and imposed a fine of \$50, in default of which the malicious driver was sent to jail for fifty days. This disposition of the case ought to be brought to the attention of every man in Brooklyn who drives a horse. The blcycle, from a legal point of view, is a vehicle, with all the rights appertaining thereto. Drivers even in parks do not always recognize this, though the number of cases of infringement of wheelmen's rights is comparatively small nowadays. It is only seven years since the drives in Prospect Park were opened to the use of bicycles. Before that time they were restricted to the walks. Now they are only permitted on the walks before 9 o'clock in the morning.

SECRETARY HERBERT'S INSPECTION TOUR RECEIVED WITH HONORS YESTERDAY AT THE

NAVY YARD. The Navy Yard became, for a short time yester day morning, quite a gay place. Officers were walking about in full dress with gold lace and cocked hats, companies of marines were on parade, bands were playing, colors were flying and groups of spectators were gathered here and there.

The festivities were caused by the arrival of dispatch boat Dolphin with the Secretary of the Navy on board, and the reception that he got wa in accordance with the "Blue Book." A body o narines, with a band, was drawn up in front of th commandant's office; on the New-York the marine guard and band were paraded, and on the San Fran cisco and the Cincinnati, which were near by, the marine guards were also paraded. As the Dolphin came into sight the marines on the deck of New-York were called to a present arms and a long salute of seventeen guns was begun by the battery on Cob Dock. The Dolphin answered the salute by one of thirteen guns, fired in honor of the commandan of the Yard, Rear-Admiral Bancroft Gherardi. The band on the New-York began to play, and propriate ruffles were given from the San Francisco and the Cincinnati. The Dolphin had the Secre tary's flag, consisting of an anchor and four stars white on a blue ground, at the masthead.

As soon as the Dolphin was moored alongside

As soon as the Doiphin was moored alongside the dock Admiral Gherardi went on board to call on Secretary Herbert, and immediately afterward Acting Rear-Admiral Meade, commandant of the North Atlantic Squadron, went with his staff from the New-York to call. The commanders of other ships also called. A few minutes later Secretary Herbert went with Admiral Gherardi to the commandant's office.

The work of the day had then begun. Mr. Herbert began an inspection of the Navy Yard in the company of the chiefs of departments, as the visit to the yard was a business one. The Secretary is on an official tour of inspection. He left Washington on Thursday, accompanied by his mayal aid. Lieutenant L. L. Reaney, and this is his first stop. His daughter and his son are with him. He arrived at the Navy Yard about 10 o'clock yesterday morning, and is to leave there this morning. His next stop will be New-London, and then he is going, it is said, to Newport and Bar Harbor, and perhaps he will stop at some other places along the coast. He is to be gone about a month.

ACROSS THE STATE ON A BICYCLE.

THE FIRST PRESIDENT OF THE BROOKLYN INSTITUTE'S DEPARTMENT OF GEOGRAPHY.

A company of pilgrims from Pennsylvania have ently been visiting New-England, New-York and New-Jersey, in order to study scenes of historic in terest with their own eyes. The idea is one that instantly commends itself to the common-sense of intelligent people. In the same line is the study of geography at first hand which a geographical expert of Brooklyn, Cyrus C. Adams, has lately under-Mr. Adams was until recently lyn Institute of Arts and Sciences, and is well known as a writer on geographical subjects. It was due to his efforts mainly that the exhibition of geograph ical material made under the auspices of the This exhibition was afterward given on, being undoubtedly the finest collection

has become an enthusiastic wheelman. point of vantage it is, too, where the good; where the roads are bad-well, that is another ma's plan was to cro the journey by train, and then going down the where the roads are said to be uncommony fine. He did not carry out his plan in full, for several reasons. He was detained at two points by rain; he reasons. He was negative at two points by rain, he found the roads in the central part of the State worse than he had expected; and then he decided to cut his trip short three or four days after reaching Buffalo. As it was, he was away from town just two weeks and rode about 600 miles.

The first part of his journey was plain sailing. Crossing the Twenty-third Street Forry to New-York, he proceeded through Central Park and by the usual route to Yonkers and Tarrytown. He left Brooklyn about noon and spent the first night at Sing Sing. The road all along the Hudson he re-ports as exceedingly good. He did not follow the river all the way, but made a detour going through the Highlands; this brought him into a pretty hilly region and made some walking necessary. The best part of the river journey is the road between Fishkill and Hudson. Poughkeepsie was his second stopping place, and Hudson his third. At Albany he took an hour or two to visit the twenty-million do. lar capitol and also to get a glimpse of the city be-fore he proceeded on his way to Saratoga. The next night was passed at Mechanicsville. His stay in Saratoga was long enough to enable him to carry away a good impression of the celebrated watering-place, but he would have liked to make it a good deal longer. From Saratoga he set out for Amster dam, on the Mohawk, where he spent the fifth night Up to this point and until after passing Amsterdam he found fairly good roads. But now some severe

dam, on the Mohawk, where he spent the fifth night. Up to this point and until after passing Amsterdam he found fairly good roads. But now some severer experiences were in store for the wheelman.

"If any man," said Mr. Adams, in talking about his journey a day or two ago—"if any man says that the road across the State from Albany to Niagara is a good one, he—well, he doesn't know what he is talking about. This is the main thoroughtare, a turnpike road, and yet in places it is almost impassable. As you approach Little Falls you go under the railroad and up an incline which is simply covered with rocks and stones—covered so that there is no earth visible. It is not a long hill but it is amazing to me that such a horrible be of road is permitted to form the approach to one of the pretitest towns in the State. I had had seven miles of pretity hard wheeling when I reached that point, and to my dismay I learned that there was worse in store if I continued on the turnpike. But by cossing the Mohawk I managed to avoid six miles of rough work and found a fairly good road to Herkimer. Part of the way I took to the canal towpath, but as a rule the towpath is not good for foleycling. It is either heavy sand or eise clay so cut up by the feet of the mules as to be unridable. At Herkimer I was detained by rain for more than twenty-four hours, and only succeeded in reaching Utlea, fourteen miles distant, on the afternoon of the second, day. Beyond that point the road is fair, but the approach to Rochester is over another hill covered with ilmestone slabs, some of them at least a foot square in dimensions. This is right in the suburbs of Rochester, a city of 135,000 or more inhabitants, among whom are a large number of wheelmen. I cannot see how the people submit to ride on the narrow sidepaths, but in some places where the roads were bad there was no such resource. I saw considerable of all the cities I passed through, and feet that I know them fairly well. Niagara I saw protested to ride on the page of the promises himself

PENNSYLVANIA LIMITED TO CHICAGO. The Pennsylvania Limited is the only train now in service between the East and the West that offers all the conveniences and luxuries of a strictly limited express. It furnishes all the comforts of a home and the conveniences of a club.

GETTING THE CINCINNATI READY FOR SEA.

SHE MAY MAKE A TRIP TO-DAY-VESSELS NOW AT THE YARD.

Since the Cincinnati was put into commission a large amount of work has been done to get her ready for sea. Her engines needed to be completed and much other work had to be done before she should be available for service in the regular line of duty as a cruiser. It is a great task to get vessel complete in every particular. Now, however, about everything has been done, and it may said that the third most notable incident in the career of the Cincinnati will probably take place morrow. The first of these incidents was the fire in the machine shop at the Navy Yard on Sep tember 18, 1892, when the cruiser's engines, had been put up in the shop prior to testing them were damaged to the extent of \$15,000 or \$20,000. The econd incident was when she was launched on November 10, 1892. To-morrow she will probably make her first trip in commission. Her commander Captain Henry Glass, passed his fiftieth year in January, and yet he looks ten years younger. Hi gray hairs are fewer than are those his lieutenants. He is a man of great force and de termination, a thorough disciplinarian. A Congre sional committee in a recent report said of him "His record in every part of it proves him to have been a faithful, efficient, meritorious and gallant who possesses the highest qualification and attainments in his profession.

When the vessel leaves the yard for her short cruise she probably will go to Gardiner's Bay fo

about two weeks. The Navy Yard is now a busy hive, with th lined with ships, and plenty to do in the various de partments. The commissioned vessels which there now are the New-York, the San Francisco, Cincinnati, the Vesuvius, the Bancroft and the phin, besides the Fern and the tugs. But there aralso the vessels which are not yet in commission the Machias, the Castine, the Puritan, the Terror and in one drydock the Maine and in the other th

The New-York arrived a day or two ago, and sh is now lying in the yard. She rounded the point and was taken to her moorings alongside the coaldock aground, and she is aground-at low tide. Probably nearly every ship which lies in the yard lies in the slime at low tide. The Wallabout Channel fills up quickly, and although it is dredged frequently the ships all have to lie on the mud bottom. The New York will doubtless be in the yard several weeks while she is being repaired and put in order. has been performing active duty for the best part ome repairs. She has not been docked, either, an the usual limit of six months between the painting is long past. She is to be put into the drydock and painted when the Lancaster comes out. It is sai that the foul condition of her bottom has made difference of about five knots in her speed.

The San Francisco is to be in the yard about seventy days, according to the estimate of tim required for the work on her. The Vesuvius is t added

was lone there wouldn't be many vessels fit for service in the Navy to-day, Congress would appropriate money to repair ships, but not a cent for new vessels.

Another of the old vessels that saw hard service in the civil war is to be utilized, the Navy Department having acceled to the request of the State of Maryland to have the "cheesebox" monitor Wyandotte assigned for the use of the Naval Reserves. She is being overhauled at the Norfolk Navy Yard and will be towed to Baltimore, where she will be equipped for drilling the men. This is the last vessel at the disposal of the Navy Department for the use of Naval Reserves.

The statement that the Department has rejected the designs of John P. Holland for a submarine torpedo-boat is denied by officers on duty at Washington. The Ordnance Board, of which Commander Charles S. Sperry was chairman, twice reported in favor of the designs, and Captain W. T. Sampson, Chief of the Bureau, indorsed the reports, with a recommendation that such a boat be built, and that the designer be required to secure the services of rome responsible shipbuilder to construct the boat at a price not to exceed \$150,000. The question of having the boat built at some navy yard, under the appropriation, is now under consideration by the chiefs of bureaus.

Commander Sperry has obtained a two-weeks leave of absence to visit his old home in Waterbury, Conn. This is Commander Sperry's first vacation for several years.

Officers are not sanguine that the Personnel bill is to be passed by the present Congress, but they continue to discuss its provisions, and it is difficult to find any two who approve them all. One of its sections provides for a board of five rear-admirals to examine the records of those in the grades from which retirements are to be made, and to decide who shall be retired and who shall be put on the reserved list. The same section also provides that all of the meetings of the board are to be secret, not even the officer whose record is being investigated being allowed to be presen

HE AND THE RABBI GOT A DUCKING.

Simon Trindel, the president of the Congregation Chebra Kadischa, at Bushwick-ave. and Boerum-st was in the Ewen Street Police Court vesterday t prosecute Theresa Stephens, fifteen years old, No. 293 Bushwick-ave., whom he charged with throwing a pail of water over him on Friday. Rabb D. Shapiro was with Trindel and also received ducking, but was not inclined to prosecute the girl Trindel and Shaptro have charge of the slaughter of chickens in a slaughter-house in Johnson-av of chickens in a slaughter-house in Johnson-ave Acording to Trindel, every time that he and the rabbi passed the house No. 293 Bushwick-ave. they were either jeered or assailed with stones by boys. Theresa told the Court that the water had no been thrown by her. She declared that her sister had watered plants on the window siil and accidentally spilled some of the water on the men as they were passing. The sister of Theresa corroborated her story. Justice Watson reserved his decision.

WORSTED IN A BRAWL.

A man who said he was William Kenny, the captain of a vessel lying near the Battery, was found early yesterday morning in Broadway, near Wythe-ave-bleeding freely from several cuts on the head, which he told Policeman Brinckerhoff had been inflicted with a pitcher in the Hotel Willington, a block away. Kenny said the blow had been struck by Robert Fitzpatrick, whom he had met in the place with a man named Elisworth Bassett and two women. Kenny was in company with a young woman, and the party engaged in conversation over a glass of beer, during which a remark was passed about his (Kenny's) companion. This led to a fight, all hands taking part. The man was taken

to the station house, where his wounds were dressed by an ambulance physician. Policeman Brincker-hoff and Roundsman Stracham arrested Fitzpatrick and Bassett. At the station house Fitzpatrick de-clared that Kenny had struck the first blow. The trio were locked up, and when arraigned in court later refused to make charges against one another, and were discharged.

DISTRICT-ATTORNEY BENNETI.

ANTI-SNAPPER GETS THE OFFICE FOR WHICH HE HAS BEEN WAITING.

James L. Bennett, the new United States Attorne Eastern District, has taken possession his office in the course of the last week and his long suspense is at an end. Mr. Bennett's appoint ment, which was sent to the Senate last February, was something of a surprise to the public, but was not to those familiar with the inside working of anti-Snapper politics in Brooklyn. He first b came active in politics in connection with the anti Snapper movement, and was a delegate to the Syracuse convention called as a protest against famous midwinter convention of David B. Hill. Before that he had been somewhat interested in the politics of his ward, the Twenty-third, and ther upon his interest increased. He was sent as an al ternate to the Chicago convention which nominate Cleve and, and did good work there in behalf of the leading candidate. During the campaign which followed he was an active worker in Cleveland interest, and made many speeches in all parts of the city. In fact, he devoted every evening politics, either to speechmaking or to con work. All this was done without a thought of per When the Cleveland wing of the party in Brook

lyn decided that they were entitled to the offices District-Attorney and Internal Revenue Collector Mr. Bennett was much surprised to find that there was a general sentiment in favor of himself for He was unantmously indorsed for the office and practically there was no doubt of his appoint ment from the time of President Cleveland's ration; but owing to the complications in the Demo ratic party in this State months passed before an appointments were made. It was almost exactly year after the new Administration came in whe e nominations of Mr. Bennett for District-y and A. Augustus Healy for Internal Re-illector, were sent to the Senate. Along with ent the nomination of ex-Poidee Commis-syden for United States Marshai. Mr. Ha the allied with the Blast Parks. and Heavy. By a strange coincidence Mr. Bennett had just gone to the Adirondacks for his vacation when Senator Hill relaxed his opposition and his nomination was confirmed a fortnight ago. In point of fact, his suspense extended over nearly a year and a half, although the public had been aware of it for nily five months. Mr. Heavy's appointment has not set heen confirmed, though his friends are confident hat it will be before the adjournment of Congress perhaps tals week.

the place of John Oakey, who Mr. Bennett takes the place of John Oakey, who was appointed temporarily a few months ago to succeed Jerse Johnson, whose term had expired. Mr. Gaker is giving his successor all the assistance in his power, and Mr. Bennett is rapidly familiarizing himself with his new duties. His office is a large and handsome apartment on the south side of the new Federal Building. It may not be generally known that outside of New-York City Federal district attorneys are not salaried Government officers—at least, the salary is a mere nominal one, the real compensation taking the form of fees. The actual salary of the District Attorney in Brooklyn is only 100 a year, which is supposed to provide for the incidental expenses of the office.

THE WATERWORKS EXTENSION.

PATIFICATION AT THE FACT THAT NONE OF THE OLD RING CONTRACTORS PUT IN BIDS. City Works Commissioner White has been and i

o busi'v engaged in work connected with the it carcely had time to think of taking a vacation. In with the work of the most important branch of the well in hand, the necessity of enlarging the water works was forced upon him, and for a number of weeks he has been giving especial attention to thi

The bids for the waterworks extension naller than had been expected, judging from th There were only five bidders, but even with that imber it will take several days to deterintractors have attempted to get this work. Atte

to the strictest performance of his part of the work. The old days of easy going inspectors, when contractors had their own way and did their work just as they pleased, have gone by. So there is small temptation to jobbing contractors to undertake city work under the present regime.

It might a most be complained that the City Works Commissioner and the Engineer of the Department have guarded the interests of the city too well—so well that only a few contractors fell equal to the task of even bidding for the work. Still, a sufficient number have come forward to guarantee an increase of the water supply in accordance with the plans devised and for the sum allowed by the Board of Aldermen. Some of the Aldermen, it will be remembered, based their opposition to the water works extension on the ground that one of the contractors who have made vast sums on city work in the past would be sure to secure this job. The event does not justify their apprehensions in the least. Besides, it was certain that a man like Commissioner White would never award a contract if he was not fully convinced that honest work would be done and the city get at least a fair return for its outlay.

MES DOBEODIENSETS WOES.

MES. DOBRODIENSKI'S WOES,

SHE THINKS HER HUSEAND HAS ELOPED WITH HER SISTER

Mrs. Agatha Dobrodienski, a good-looking Polish woman, living at No. 303 Kent-ave., applied for a warrant for the arrest of her husband in the Lee Avenue Police Court yesterday, charging him with deserting her. The woman said he had cleared out n Friday night and believed that he had eloped with her sister, Debora Szimanski, nineteen years old. They came to this country a year ago, and shortly afterward were joined by the sister, who obtained a osition as a servant. Four months ago Mrs. Do position as a servant. Four months ago Mrs. Do-brodienski discovered that her hasband was very at-tentive to Debora. Her husband promised to reform, and Debora was sent into the country. Two weeks ago the girl lost her place and returned to her sis-ter's house. On Friday afternoon Mrs. Dabrodienski says she left her house, and when she returned found her husband entertaining Debora. A storing scene followed, and the young girl was ordered to leave the house. Four hours later Dobrodienski left the house, and since then nothing has been seen of either of them. Mrs. Dobrodienski was told that nothing could be done for her, and she vowed ven-gence on her sister when she caught her.

SUED BY HIS MOTHER-IN-LAW.

Emmet Ritter, a letter-carrier attached to Station A. In Graham-ave., near Broadway, was sued by Mrs. Mary Dugan, his mother-in-law, yesterday, in the Second District Civil Court. Mrs. Dugan wants \$56.27 from Ritter for treating his wife. married a year ago, and when his wife fell ill last month she insisted on going to her mother's house to be cared for. After her recovery Mrs. Dugan presented the bill, which Ritter refused to pay. The case will be tried to-morrow.

A PLUCKY SERVANT GIRL ATTACKS A THIEF Annie Kahili, a servant girl in the employ of Mrs. Anna M. Mangels, of No. 185 Washington Park, Brooklyn, won well-deserved praise yesterday morning for the plucky fight she made with a sneak-thief, who had broken into the house of her mistress. The thief is James Murphy, of no particular address. He entered the parlor of the particular address. He entered the parior of the Mangels house at 10:39 a.m. yesterday by cutting the cord that held the blinds together and stepping through the open window. While he was helping through the open window. While he was helping himself to such articles as he deemed most marketable he was discovered by Annie. Screaming "Police!" the young woman advanced toward the man, but received a blow from his fist on her chest which knocked her into a chair. Quickly recovering she again ran toward the thief and struck him a heavy blow in the face, which induced him to retreat. Escaping from the house by the window he ran along Washington Park toward Myrtleave, closely pursued by Annie. Two park policemen joined in the chase and caught the man in North Portland-ave. He was locked up in default of \$1,000 ball.

MRS. KERNAN WANTS HER HUSBAND'S PROPERTY Mrs. Adeline H. Kernan has begun a suit for the possession of her husband's property, valued at \$200,000. Mr. Kernan died a short time ago without leaving a will, so that the widow has only a life interest in a third of the estate, which ultimately goes to Mr. Kernan's relatives. They are Thomas Kernan, Margaret Burns, Cella Higgins, Catherine Kernan, Maria De Witt, Annie Kernan, William Kernan, William Kernan No. 2, and Celia Kernan No. 2 Mr. and Mrs. Kernan began married life

at the bottom of the ladder. He kept a small bak-ery, and it is said that she contributed by her labor as much as he did to the success that at-tended them in after life. The property is mostly in real estate in Brooklyn.

ELEVATED ROAD IMPROVEMENTS.

EXPRESS TRAINS ON ONE OF THE BROOKLYN COMPANY'S LINES-RIDGEWOOD TRAINS TO RUN TO THE BRIDGE TO-DAY.

The Brooklyn Elevated Railroad is making a number of improvements in the running of its trains that are sure to be appreciated by the travelling This last week it began public. trains on the Broadway line from the foot of Broadway as far as Myrtle-ave. These are run in the direction of the ferry between the points named from 5 until 9 o'clock in the morning, and in the opposite direction from 4 unti, 7 in the afternoon. The time between the ferry and Myrtle-ave, is re duced to four minutes by this means, and by using only a part of the road for express service there is no interference with the regular way trains, though there are only two tracks. An express train starting from the ferry, for example, overtakes at Myrtle-ave, the way train which started six minutes ahead of it. At Myrtle-ave, the way train is switched off and returns to the ferry while the express proceeds as a way train from that point, stop ping at all the stations. The passenger returns sent n daily to the main office of the company near Bridge terminus show a remarkable increase in the number carried on the Broadway line during the week just ended. Of course the company has timulated to this action by the competition of the surface lines under it on which the trolley recently been introduced.

Another change will be initiated to-day, when th Ridgewood trains running through Myrtle-ave, will be sent directly to the Bridge, instead of going from Navy-st. to Fulton Ferry. Passengers travelling by cars at Navy-st, in order to reach the City Hall and Bridge. This has been a serious annoyance, and many people have preferred to avoid the delay and trouble caused by transferring from one train to another by taking the trolley cars. It is probable that there will be considerable increase in travel by elevated line after the new arrangement take effect. The only doubtful point in connection with

the elevated line after the new arrangement takes effect. The only doubtful point in connection with the change is as to whether the company's facilities at the Bridge are sufficient to justify it in running any more trains to that point during the busy hours of the day. At times there is considerable delay in getting trains in and out of the Bridge station, for there are only two tracks—one used by Elst New-York and the other by Fifth-ave, trains, Vice-president Barrett, however, is confident that the company will be able to handle the additional trains at that point without difficulty.

When the new Bridge station is completed this company's connection with the Bridge will be much closer than it now is, and there will be no trouble in sending a larger number of trains there; the tracks will make a loop around the Bridge station, and it will no longer be necessary for trains to come out on the tracks over which they went in. When asked whether under those conditions the company would be able to run express frains to the Bridge. Mr. Barrett said that he did not consider it at all probable that this could be done, since practically three lines converge below Bridge-st., and he thought there would be too many trains on two tracks to permit of an express service. He added that he did not think there was another city in the world which furnished such transit facilities as Brooklyn had, for on the lines of his company people could ride all day for 5 cents if they chose, going all the way from the Bridge and Fulton Ferry to Cypress Hills, to the old city line at Sixty-fifth-st., to Ridgewood, or to the foot of Broadway.

BROOKLYN NEWS NOTES.

CATHERED ABOUT THE TOWN. The funeral of Mrs. Ann Brewster Barber, widow of Samuel Barber, took place yesterday morning at her house, No. 18 Remsen-st. The burial was in

Greenwood. The dress of Katle McNamara, four years old. caught on fire while she was playing around a bonfire in front of her home, No. 582 Clinton-st. Friday night. Policeman William R. Tate happened to observe her plight and taking off his coa wrapped it around her and extinguished the flames before they had seriously injured the child.

William Fogarty, a homeless man, sixty years old, was found unconscious in Court-st., near Cor gress-st, vesterday morning. It is thought that he was overcome by the heat. He was sent to Long Island College Hospital. The police have been unopened on Wednesday. The number of bidders was able to discover if he has any friends or relative in the city.

POTATO CULTURE AND DISTRIBUTION.

THE WORLD'S ENORMOUS CROPS-NEW-YORK SOURCES OF SUPPLY.

recent sharp advance in the price of potatoes imparts much interest to facts concerning their culture and distribution. The estimated annual potate crop of the world is over 3,000,000,000 bushels, exceeding the annual crop of any one kind of grain by 750,000,000 bushels. The United States stands fifth on the list in point of volume of production the largest producers being estimated, in bushels, as follows: Germany, 784,000,000; Russia, 521,000,000; France, 385,000,000; Austria, 285,000,000; United States, an more. Few Canadian potatoes are now brought to this market on account of the tariff and pretitles are consumed in the Western States. There has been a customs duty of 25 cents a bushel on Canadian potatoes, @ pounds in weight constituting the standard of a bushel. The new tariff bill reduces the duty to 15 cents a bushel. The new duty will encourage Canadian competi-

tion and importation. The annual potato supply of this market is about

2,000,000 barrels. Of this quantity an average of about 5,000 barrels a week is annually exported to the West Indies, the Havana steamships carrying from 1,000 to 2,500 barrels each trip, the freight on which is 70 cents a barrel. About 200,000 barrels are thus annually exported, leaving about 1,740,000 barrels for consumption by the 2,500,000 population in and around this city.

The four kinds of potatoes most in favor in this

market are known as "the Early Rose," "the Burbank," "the Beauty of Hebron" and "the White Star." Experienced housekeepers who are accustomed to family marketing can usually distinguish their favorite brands at a glance, though doubtless many modest potatoes of less pretentious names are often sold under the brands enumerated.

At different times in the year the local potato supply is received from different sources. About At different times in the year the local potato supply is received from different sources. About February 1 the new Bermuda crop begins to arrive and comes in at an average weekly rate of about 2,500 barrels, which usually sell at from \$5\$ to \$7\$ a barrel, at wholesale. The Florida crop, which is small, begins to arrive about April 15, and generally sells at about the same prices as the Bermuda supply. The first heavy receipts come from Savannah a month or two later. In the height of their season the average weekly receipts of Savannah potatoes are about 10,000 barrels, and their price ranges from \$3\$ to \$6\$ a barrel under ordinary conditions. As the year advances supplies come from seaboard cities further north till the latter part of July, when the metropolitan market is supplied almost exclusively by the crops of Long Island and New-Jersey, the digging of the early crop beginning in July and the late crop in September. The Long Island and New-Jersey potatoes have a monopoly of this market from July to the latter part of December, when a limited supply is received from Bermuda.

Only ten of the States of the Union produce potatoes extensively for shipment to markets outside of their own border. They are Maine, Vermont, New-York. New-Jersey, Pennsylvania, Michigan, Ohio, Wisconsin, Minnesota and Virginia. There is a large potatoe plantation in Tennessee from which some potatoes are shipped, but not in sufficient the sisterhood of the ten States enumerated as extensive producers for shipment to distant markets.

WAR NEWS CONFUSED THE CHINAMAN. No Chinaman has been more intensely interested

in the war between China and Japan, or more cast down at Chinese reverses, than one who keeps a laundry in Passaic-st., Passaic, N. J. It is this un due excitement, it is declared, that has resulted in serious trouble between him and one of his customers, George Moleson, of Dundee. Mr. Moleson does not read Chinese, and says

accepted in good faith the check given to him by the laundryman in return for a shirt and a bundle of collars and cuffs. When he presented the check, however, the Chinaman refused to deliver the goods, alleging that he never wrote the check presented, which contains an interesting account of how a Chinese warship, under a Chinese admiral, had sent to the bottom of the sea a Japanese transport. The Chinaman hurt Mr. Moleson's feelings by charging him with presenting a clipping from a Chinese newspaper as a laundry check.

Moleson sought counsel before a police justice and was advised to sue the Chinaman for the recovery of the goods. Moleson's theory is that the laundryman was excited and forgot business entirely when he gave out the check. which contains an interesting account of how a

AN EXCELLENT RISK. From The Cleveland Plain Dealer.

IN THE NORTHERN WARDS

TEARING THE OLD HARLEM RIVE BRIDGE TO PIECES.

THE NEW TROLLEY ROADS-THE RIKER'S ISLAND

The workmen who are tearing to pieces the old Harlem River bridge are finding the task men difficult than had been expected. The old bridge was finished nearly thirty years ago and was at that time considered an excellent specimen of th best workmanship in bridge construction. I rested on iron piers and concrete, and the work of removing the foundations can be accomplished only by using dynamite cartridges. Forty year ago tolls were demanded from passengers acros the bridge which then existed. The territory nor known as the Twenty-third and Twenty-four wards was then only a country district form the township of West Farms. The new bridge will be the principal means of comm between the two parts, almost equal in territory of a great city.

The new trolley roads which are som to b begun will open up districts which hereofen have been almost inaccessible. A line la to built across One-hundred-and-sixty-first-st and the work may be in progress in a few months There is now no public means of conveyance across the city north of One-hundred-and-thing eighth-st. Persons who have made their home near Jerome-ave, or elsewhere in the region mis. way between the Harlem and Northern road have found it difficult to reach their places of business. The fares demanded on the Harlen road have deterred many persons from using that route, and the Suburban elevated road on meets the needs of residents of the east side of the upper wards. A trolley road through One-husdred-and-sixty-first-st. will enable persons to reach the elevated road by the payment of a tent fare, and communication with the lower part of the city will thus be cheap as well as rapid Trolley roads may also soon be laid along Willia ave, and perhaps along Webster-ave.

The E. B. Harper Republican Club, which celebrated its first anniversary on Monday evening has attained a large membership, considering the short time in which it has been in existence. Some of the speakers who had been expected were not present, but the addresses made by the earnest Republicans who did speak were received win meets the needs of residents of the east side of the

Republicans who did speak were received win much favor. The musical and literary programm which had been prepared by the cor excellent and the many friends of the club who attended the meeting expressed themselves at

attended the meeting expressed themselves at delighted with its success.

The odors from Riker's Island may have abated to some extent, but the feelings of the north siders on the subject are as strong as ever, and the weekly meeting of citizens on Tuesday evening was earnest and enthusiastic. A com-mittee of fifty residents has been appointed to collect money and to take proceedings in the mittee of fifty residents has been appeared collect money and to take proceedings in the courts to enjoin the further dumping of garban courts to enjoin the further dumping of garban some of the speakers at the mee. courts to enjoin the further dumping of garbay on the island. Some of the speakers at the meeting on Tuesday ridiculed the methods which have been adopted to purify the garbage which has been dumped on the island. It was said that the examinations of the disinfecting system had not heen conducted in such a manner as to establish the efficacy of the means employed. James L. Wells presided at the meeting and the Rev. W. T. McElveen, Gunther K. Ackerman, Dr. George H. Hunt and F. V. S. Oliver were among the speakers. Dr. Hunt is an analytical chemist and he declared the present system of disinfection utterly useless.

utterly useless.
Some difference of opinion exists in the Nort
Side Board of Trade as to the best plan of dealing
with the Mott Haven Canal. Many members of the board believe that the canal should be deepened and continued it. use. An effort has been made to have the Board declare itself in favor of filling up the canal, but thus far without success. Several of the members have interest in business firms using the canal and it is doubted to the contract of the members have interest in business firms using the canal and it is doubted. in business firms using the canal and it is doubful whether the Board will take action against
the continued use of the canal, although the
residents near One-hundred-and-thirty-eight-st.
strongly urge that the canal be filled up.
John J. Brady, the president of the Fordham
Club, is now in Europe, but will return to the
city in three or four weeks. Some of his friends
have made plans to welcome him and a reception
will probably be held in his honor at the rooms
of the Fordham Club soon after his return.
An afternoon and evening plenic of residents
of the Fox estate was held at Wayra's Park a
few days ago. This organization of property own-

of the Fox estate was held at Marian few days ago. This organization of property owners has been in existence for several years and has succeeded in obtaining many needed improvements for that part of the city. The annual outlings are unique, as the children's games are the most prominent feature. This year's sport were no less amusing and interesting than usual ways of the property of the prope The Schnorer Club will haveits sion on Thursday. There will be a clambake at Roton Point. There will be a Rhode Island

WORK OF THE BAPTIST BOYS' BRIGADE

Wanted 500 boys.

Between the ages of 10 and 21 years.
As recruits in the Baptist Boys' Brigade.

Apply here Monday evening between 8 and 9 o'clock.

The foregoing sign appears on the gate leading to the lecture-room of the Sixteenth Baptist Church a Sixteenth-st., between Seventh and Eighth are The Baptist Boys' Brigade, as the general orga-zation is designated, of which the one referred b above is a branch, is doing a good work among the zation is designated, of which the one referred a above is a branch, is doing a good work among the boys of the city, by teaching them through military discipline, rigidity enforced, self-control as obedience. Reverence, purity, energy, economy, benevolence, partrottem and thoroughgoing practise. Christianity are some of the virtues aimed at Those having in charge the organization at Sixteenth Baptist Church desire to bring its operation all the auxiliaries which go to make up a attractive military company, and if a sufficient milber of boys are secured there will be a band of the and drum corps, a cavairy division and an atiliery division. The boys will be musicred excasionally, and everything will be done which at casionally, and everything will be done which desiring to unite with the company can do a by cailing at the church any Monday evening before September 10, and thereafter on Wednesday estings. Drills will begin, having been temporary discontinued during July and August, on Wednesday, September 12, and any boys wishing to see a company drill, before uniting, are cordially integer to attend. Parents are also cordially integer are conducted by an officer of the first Regimentary of the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the first Regimentary and the conducted by an officer of the firs

A MUSICAL TREAT AT MANHATTAN BEACE

Sousa's annual musical festival, one of the most successful and enjoyable ever given at Manhatta Beach, will end with the concerts this afternost and this evening. The concerts in the last thr days have attracted large and enthusiastic autiences, and have proved delightful musical treat The programmes to-day are extremely inviting to a ences, and have proved delightful musica use. The programmes to-day are extremely inviting to allovers of good music. Laura Beilini will sing "Rosaltina" and "Bel Ragsio," and Miss Linde, a waltz by Sapio and the page's song from "Les Buguenots." M. Guille will contribute gray and Fleigier's "Stanzas," and Mr. Behren's Mand Fleigier's "Stanzas," and Mr. Behren's Mazart's "Non piu andrai"; together they will give a guartet. The grand opera chorus of forty wices will sing Handel's "Hallelujah chorus." Suias will sing Handel's "Hallelujah chorus." Suias band will play the overture to "William Tall," "Surprise Symphony," overture to "William Tall," "Surprise Symphony," overture to "William Tall," "Surprise Symphony," overture to "Manhauset," "Surprise Symphony," overture to "Manhauset," "Surprise Symphony," overture to "William Tall," "Manhauset as "Scenes Napolitaine," Souas "piers of Grace and Songs of Glory" and La "Midnight Round of the Guards." The concluding "Midnight Round of the Guards." The concluding the Artisans," a tone picture, employing the surfuct the Artisans," a tone picture, employing the surfuct the full band and chorus effects, the anvil brigate and the dynamite battery.

ARRIVALS ON LA TOURAINE.

ARRIVALS ON LA TOURAINE.

The steamship Touraine, of the French line, rived here yesterday from Havre. The big we encountered fogs off the banks and was sometimed to the first of the first of the first of the large were Mr. and Mrs. Paul Andrews. A. A. Andersk were Mr. and Mrs. Paul Andrews. A. A. Andersk were Mr. and Mrs. Paul Andrews. A. A. Andersk Church, S. I. Cozzens, J. S. Catherwood, A. E. Church, S. I. Cozzens, J. S. Catherwood, Clarke, F. C. Dugan, H. J. Dugan, Maurice Drefts, Clarke, F. C. Dugan, H. J. Dugan, Maurice Drefts, Clarke, F. C. Dugan, H. J. Dugan, Maurice Drefts, Clarke, F. C. Dugan, H. J. Dugan, Maurice Drefts, Clarke, F. C. Dugan, H. J. Dugan, Maurice Drefts, Clarke, F. C. Dugan, M. Nagasaki, Mr. and Mrs. Monyne, C. A. Morgan, M. Nagasaki, Mr. and Mr. Monyne, C. A. Morgan, M. Nagasaki, Mr. and Mrs. Newton Pratt, Mr. and Dell Orto, Mr. and Mrs. Newton Pratt, Mr. and Dell Orto, Mr. and Mrs. Newton Pratt, Mr. and Mrs. Frank H. Pearey, Baron Rosenkrants, St. Rev. Gerald Ferrantin, E. H. Seaver, H. A. Suren, Mr. and Mrs. Robert Taber, F. D. Werner Mr. Wetherbee, M. L. Warren, Joseph Werner Welll.

A SOUVENIR FOR GRAND ARMY MEN.

A SOUVENIR FOR GRAND ARMY MES. A SOUVENIR FOR GRAND ARM nir of the twenty-eighth annual reunion of the Grand Army of the Republic, has been issued by the Baltimore and Ohio Railroad. The little took is filled with most interesting information about the iron city, and it is handsomely illustrated.

A PRINCE TRAVELLING INCOGNITO, On the passenger list of the French line steamshy
Touraine, which arrived here yesterday, was
name of "Mr. Mashima." Mr. Mashima is really
Prince Komatsu, of Japan, and accompanied by tree
setvants he has been travelling for some time. Medical Examiner—"I don't know, our company is very stringent regarding its life risks. What is your occupation."

Applicant—"Why, don't you know me? I'm a member of the Lilld Congress"—
"Pass right along! You don't need any examination!"

Mr. Masaima." Mr. Masaima." Mr. Masaima." Mr. Masaima." In mame of "Mr. Masaima." Mr. Masaima." Mr